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GARDNER PUBLISHING COMPANY, Inc., Publishers

GENERAL AND EDITORIAL HEADQUARTERS: 225 FORTH AVENUE, NEW YORK

Publishers also

HIGHLAND, N. Y.

Subscription price: Four dollars per year—Single copies
10 cents. Canada, five dollars. Foreign, six dollars.
a year. Copyright 1924, by the Gardner Publishing
Company.

Issued every Monday. Firms close ten days previously.
Entered as second-class matter Nov. 22, 1922, at the
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Airplanes

3 Kilometers—266.99 mph. Mar. 4, 1913, Lt. A. J. Wilham, U.S.N., Curtiss-Navy Racer and Curtiss D12A Engine

Max. Duration—36 hr. 4 min. 34 sec. April 16, 1913, Lt. O. G. Kelly and Lt. J. A. Mearns, U.S.A.

100 Kilometers—240.81 mph. Oct. 4, 1913, Lt. A. J. Wilham, U.S.N., Curtiss-Navy Racer and Curtiss D12A Engine

Altitude with Light Load—36,555 feet October 30, 1913, by Sub. Lesnec, Lap-Les-Molans, France

200 Kilometers Triangular Course—249.67 mph. October 6, 1913, Lt. A. J. Wilham, U.S.N., Curtiss-Navy Racer and Curtiss D12A Engine

Seaplanes

200 Kilometers Triangular Course—177.29 mph. October 25, 1914, Lt. R. A. Olin, U.S.N., Curtiss-Navy Racer and Curtiss D12A Engine

Altitude with Light Load—19,462 feet March 11, 1913, Sub. Lesnec, Mols, Sen-Ost, France

100 Kilometers—176.61 mph. Oct. 25, 1914, Lt. R. A. Olin, U.S.N., Curtiss-Navy Racer and Curtiss D12A Engine

Max. Duration—20 hr. 28 min. Oct. 18, 1914, Lt. West and Pross, U.S.N., Curtiss C12 Seaplane

3 Kilometers—189.66 mph. Oct. 25, 1914, Lt. G. Cuddy, U.S.N., Curtiss-Navy Racer and Curtiss D12A Engine

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VOL. XXVI

Rewarding the World Fliers

REPRESENTATIVE RATHBONE has introduced in Congress a bill which aims to give each of the Round the World Flyers \$50,000 in cash, awarded promotion in rank and the Congressional Medal of Honor. It is introduced from the War Department that such a measure is not favored by the War Department. It is argued that the World Flight was in regular line of duty and that it would tend to demoralize the services if the participants were singled out and placed ahead of others in the service who would have done the same thing had they had the opportunity.

From the purely theoretical point of view this is perhaps correct. Promoted should do their duty as a matter of course and not because they expect special rewards. However, the bill goes much beyond the ordinary line of duty in their eyes and the world. They encountered and overcame hardships of a most unusual kind. It would then seem that those men should receive some extra reward for the dangers which they underwent. There is no man in the service, and there should be no officer in the Army, to whom the world fame any reward which may be given to him. The reconnaissance of the globe brought great results in the Army and the service of the men in the service should be rewarded rather than lowered if the men who accomplished such feats are recognized.

If it is not left a company should ask its employees to accomplish a difficult and dangerous task, and the employees should accomplish it with devotion and bring great results to the company. It would indeed seem an ungrateful spirit if the men were given no reward or promotion. Army and navy life are different, but they are both dealing with men and it is hard to understand the mentality of those officers who refuse any recognition for the men who flew around the world.

The Rathbone bill will probably cause a reversal of the decision as to a separate list for the Air Service. Then the Air Service which gave such attention to the men who flew around the world by the War Department should be given the same attention as the flying branch of the Army, not in the military, Quartermaster Corps, or other services. The Round the World Flyers' promotion may bring this important question to the attention of the public and of official Washington.

Aircraft Construction Requirements

THEY persons outside of aviation realize that the American aircraft industry is made up of two fairly distinct lines of production. One class is chiefly operated for the production of aircraft in Government orders, and has to adhere to military or inspection and selection of material to satisfy Government standards. The other class of aircraft factory devotes its main efforts to the production of commercial and sport planes, rather than original designs or

by re-building war surplus equipment, and only in some instances receives a small experimental order from the Government.

The reason why one class does not encroach upon the work of the other is easy to find. The Government requirements for aircraft design, material and workmanship are so exacting that the production of such ships is extremely costly. This is so it should be in the case of aircraft which are used by the services under operational conditions for more strenuous than those applying to civilian aircraft. The critical attitude of Government aircraft inspectors toward private manufacturers further increases the cost of such aircraft in that it often causes definite rejection of material and parts which could be used with entire safety for other purposes.

If commercial aircraft were to be manufactured under such requirements, the cost would be prohibitively high. Consequently, only a few of the larger aircraft manufacturers engaged in government aircraft production are building commercial planes. Many of them hardly dare to do so, for the prices at which they could expect to sell commercial aircraft would have to be much lower than those they charge the Government, and the latter might then inquire into the reason for such a discrepancy.

Much is said about the Government encouraging Civil Aviation. Yet, from the above it is evident that the Government is doing just the reverse. As there appears to be no remedy for this state of affairs, it seems that it will be necessary to encourage the two classes of aircraft manufacturers in order to secure a satisfactory development of both types of aircraft, civilian and military.

The New World Speed Record

THE new world straightaway speed record of 258 mi./hr. which was made by the French pilot Borel, affords a truly striking example of the progress of aviation and the constant efforts of a country.

Until about the middle of this year the United States held the overwhelming majority of world records, including the four which held the list as being by far the most important of all—straightaway speed, maximum duration, maximum distance and altitude. Since then, France has been making a determined, and largely successful, effort to surpass these records. As a result, today France holds in addition to her straightaway speed record three of the four major world records: straightaway speed with 276 mi./hr., maximum duration with 37 hr. 50 min., and maximum altitude with 52,376 ft.

The conclusion to be drawn is that we are gradually slipping behind and that we will slip even further if no special effort is made to regain our lost position. How this is to be achieved, requires careful thought on the part of the aircraft industry and the Government.



A Triumph of Endurance

ON Friday, October 3rd, seven Army planes raced at Dayton, Ohio: The race was won by a Martin Bomber more than six years old. Before it came to the racing field this Martin Bomber had traveled over 350,000 air miles—more than 14 times the distance around the world.

This same plane was the winner in the same event last year and second second place in the Detroit race the year before last. This is a remarkable record for dependability.

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